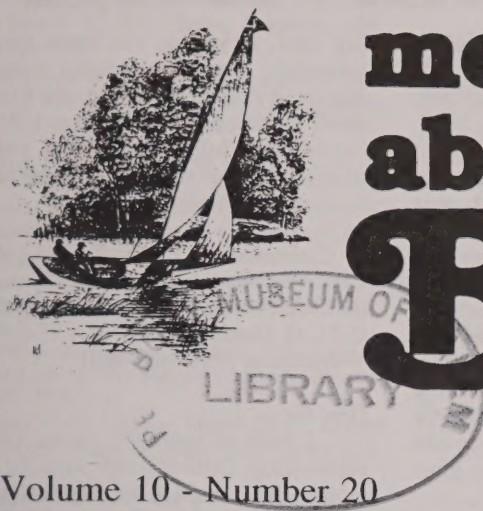


Twice a Month!



# messing about in **BOATS**

Volume 10 - Number 20

March 1, 1993





# COMMENTARY

Published twice a month, 24 times a year. Subscription price is \$20 for 24 issues.

Address is "Boats", 29 Burley St., Wenham, MA 01984.  
Telephone is (508) 774-0906.  
Publisher & Editor, Bob Hicks

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## Our Next Issue

Seems to have a lot on rowing scheduled. The "Rowing to Bangor" article promised for this issue will be in it. David Gulley will tell us of a "Winter Row" in Texas. Phil Bolger's design will be "Spur", a utility rowboat. Andre DeBardeleban will comment at length on the Oarmaster Trials. To offset this rowing emphasis a bit we'll have John Welsford's "Rogue, a Weekend Interlude" of small boat sailing in Australia that didn't make it into this issue, and Tom returns to begin a series, "Tom's Coast of New England", patterned on "Carter's Coast of New England" which we serialized a couple of years ago. Projects will include Michael Briggs' scaled up scale model pram, a Camp Dimension canoe/kayak, Joe Youcha's report on the Alexandria Seaport projects underway, and Ricard Read's confession about "Trying Moments" in boatbuilding. And bob Whittier will review "The Old Outboard Book".

## On the Cover

"Sparrow Hawk" is a new twist on an old theme, the sailing sea kayak. She offers exciting but relaxed sailing with a full performance rig and comfortable beanbag seating. She moves nicely in the barest whisper of wind and if it suddenly dies, you just get out the paddles and continue on. Dan Leonard tells us all about his unique designs in this issue.

Its rules and regulations time again it seems. The last time I got up on this soapbox about this sort of thing was over that "users' fee" tax imposed on most boats. I took the position at that time that at least it should not be extended to human powered small boats, an exemption that was subsequently included. Now that whole fiasco is being phased out, a triumph of reason over greed at last, when it became apparent that it wasn't generating the income the government spenders had anticipated.

Now last November the Coast Guard issued a Notice of Proposed Rulemaking Regarding Recreational Boating Safety Equipment Requirements. Of direct concern to small boat people are the following three proposed new rules:

"ALL craft over 16' in length, including canoes, kayaks, sea kayaks and rafts, must carry a Type IV Thrower Device (Coast Guard Approved Seat Cushion).

Type IV seat cushions may no longer be used as the primary flotation devices on canoes, kayaks, etc., but must be provided for each occupant.

A type III or V vest type PFD MUST BE WORN by occupants of canoes, kayaks, rafts, etc.

Racing shells, rowing sculls and racing kayaks are exempted from PFD carriage requirements only when engaged in competition or practice accompanied by a tender equipped with PFD's for all crew members."

The way I read this is that all small boaters will have to wear vest type PFD's and also carry flotation cushions as well. This redundancy must be intended to be sure the people in these small boats have backup flotation in time of need. Putting aside my personal opposition to rules imposed upon me and competent boat users to ensure that the incompetents who suffer the majority of tragic accidents are protected from themselves, I still find this requirement ill-informed in practical application, particularly as it applies to sea kayaks.

A kayaker, while wearing a PFD, must also have readily at hand (meaning on deck somewhere) a seat cushion to toss to a fellow paddler who is in trouble? What if I am busy keeping myself upright in the conditions that dumped my fellow paddler? I should give up control of my own boat to reach around behind me and unfasten a cushion from the rear deck and then swing an arm to toss it? Lack of understanding of the nature of paddling a kayak is pretty obvious in this omnibus solution to a perceived safety concern. And a complete lack of awareness of sea kayak rescue techniques developed by those who know, which are readily available to the interested potential paddler, leads me to assume that the rule makers never bothered to ask anyone who knew anything about this subject.

So, as in the past, it's again letter writ-

ing time. If you do not favor these new proposals, you should make your views known. It does help, witness the exemption small human powered boats got from that "users' fee" following a great outcry of outrage. I wrote the following letter to the designated authority:

Lt. Commander Tom Cahill  
Exec. Sec. Marine Safety Council  
(G-LRA/3406) Coast Guard Docket #92-045  
U.S.C.G. Headquarters  
Washington, DC 20593-0001

Dear Sir:

I wish to comment on the proposed rulemaking CDG 92-045 sections which remove the exemption for canoes and kayaks over 16' from having to carry a Type IV Thrower Device, as this applies to sea kayaks. I offer my views from 8 years of sea kayaking and as editor/publisher of the enclosed small boating magazine, "Messing About in Boats".

I do not visualize the Type IV Device as useable in sea kayaking emergency circumstances, due to problems of accessing it and throwing it in an emergency situation. This action would expose the kayaker attempting it to possible personal danger from diversion of his attention to controlling his own craft while retrieving the seat cushion from wherever it might be stored and then throwing it towards someone in the water. The sea conditions which caused the emergency to arise would demand diligent attention to one's own safety while concentrating on a more practical rescue effort using the established group rescue procedures that have been proven to work using the kayak itself rather than a tossed cushion.

A Type IV Device could not be stored inside the typical solo sea kayak as not only would locating it out of the way be a problem (sitting on it would hardly be acceptable), but it would not be readily to hand with the cockpit skirt in place. Accessing it from outside would require the removal of the cockpit skirt and bodily movements that would upset the stability of the kayak. It would have to go on the rear deck, out of the way of the paddler's activities controlling his kayak, and accessing it from there would introduce undesirable influences on the kayak's stability and control in difficult conditions.

Those involved in promoting sea kayaking safety have developed far better methods for rescuing capsized kayakers, as illustrated in the enclosed copy of a safety brochure widely distributed at sea kayak safety training sessions. Carrying along a throwable seat cushion on a sea kayak would not enhance the safety of anyone involved in the activity in my view.

Bob Hicks, Editor & Publisher.

Boatbuilding Class starting March 6 for 8 weeks. Arey's Pond Boat Yard, S. Orleans, MA, (508) 255-0994.

Solo Sailing Newfoundland's Northeast Coast, March 12. L.L. Bean, Freeport, ME, (800) 341-4341.

Rhode Island Whitewater Championships, March 13. Rhode Island Canoe Association, Pawtucket, RI, (401) 725-3344.

Lofting Workshop, March 13-14. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Coastal Kayaking & Backpacking in Newfoundland, March 18. L.L. Bean, Freeport, ME, (800) 341-4341.

Maine Boatbuilders' Show, March 19-21. Portland Yacht Services, Portland, ME, (207) 774-1067.

5th Annual Yachting History Symposium, March 19-20. Mystic Seaport Museum, Mystic, CT, (203) 572-5317.

Rigging as if it Matters, March 20-21. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Race to Nowhere Indoor Rowing Sprints, March 21. Groton, CT, (203) 536-9247.

# Happenings

The busy season is at hand and so I am restricting the listings in this calendar each issue those scheduled for the current month and the following month, except for later events that may require really early advanced planning (marked with an \*). These listings are what we receive, I do not solicit them nor research them, no time for that.

Small Boat wetlands trip, March 24. Houston, TX, (713) 487-0594.

6th Annual Mount Dora Antique Boat Festival, March 25-28. Mount Dora Chamber of Commerce, Mount Dora, FL, (904) 383-2165.

Spring Prep Workshop, March 27-28. Chesapeake Bay Maritime Museum, St. Michaels, MD, (410) 745-2916.

Paddling England's Waterways, April 8. L.L. Bean, Freeport, ME, (800) 341-4341.

Paddle Making, April 8-9, Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Whitewater Rafting Season Starts, April 10. Downeast Whitewater, Center Conway, NH, (603) 447-3002.

Maine Guide Canoe Workshop, April 10-15. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Chelsea 2000 Rowing Race, April 13. Chelsea Rowing Club, Norwich, CT, (203) 886-5206.

Exploring Nova Scotia's Eastern Shore, April 16. L.L. Bean, Freeport, ME, (800) 341-4341.

Re-Canvassing Canoes, April 17-18. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

River Cruise, April 24. Connecticut Oar & Paddle Club, Essex, CT, (203) 434-2534.

Sausalito Smugglers Regatta, Sail & Oar, April 24. Sausalito Cruising Club, 1707 Bridgeway #3, Sausalito, CA 94965.

How to Make a Strip Planked Kayak, April 24. Center for Wooden Boats, Seattle, WA, (206) 382-BOAT.

Wooden Boat School Spring courses, through May 8. Brooklin, ME, (207) 359-4651.

\*Finlandia Clean Water Challenge, June 27-August 2. American Canoe Association, Springfield, VA, (703) 451-0141.



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The experience of countless Coast Guard Auxiliary Courtesy Examiners shows that while most boats do have the required equipment on board, it is neither immediately available, that is right at hand for a man overboard situation,

nor even readily accessible. Any coast guard station can tell stories of pulling people from the water after a sinking. Their boats had PFD's on board but things happened so quickly that the boaters could not get to them in time.

Make sure your throwable device is within reach of the helmsman. You may boat for years and never need it but if you do need it, you need it instantly. It must be "Immediately Available".

Make sure your PFD's are truly "Readily Accessible" and not buried under fishing gear or beach towels...and make sure that your crew AND your passengers know where they are and how to wear them.

And make little Susie wear her PFD at all times. Tell her that every member of a Coast Guard and Coast Guard Auxiliary small boat is wearing one. They KNOW about safe boating! Show her the way by wearing yours.

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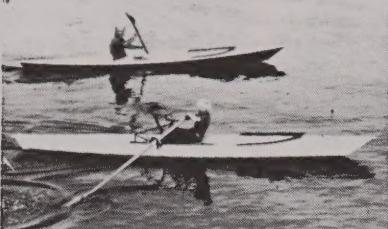
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## Your Commentary

### COVER SURPRISE

We were surprised and delighted when my husband received his very first issue of "Messing About in Boats" and found himself on the cover sailing Don Betts' "Peacat" on Narragansett Bay. He knew he was being photographed at the time but didn't know it would later provide such an amusing surprise. His exact words were: Hey, that looks like Don's "Peacat". Hey that looks like me!"

Betsy Antayn & Tom Dean, Westerly, RI.

### SCALED DOWN AURAY PRAM

Phil Bolger's version of Clyde Worth's Auray Pram in the February 1st issue interested me particularly as I just built a scaled down version of this pram from a tracing made 15 years ago from the 1904 book. Mine was to serve a very special purpose, something I could tuck under my arm and carry from van to water's edge and then scull out to my Marshall 18 on her mooring. At 7'6" my Auray can carry only two and some gear in smooth water. It was easy to build in ordinary 1/8" lauan and a ripped up spruce 2x4.

Stu Hopkins, Dabbler Sails, Box 235, Wicomico Church, VA 22579.

### CAN BOLGER MAKE IT BIGGER?

I found the report on the Oarmaster Trials of great interest and was impressed with how well Bolger's "Sweat Pea" did. When those plans first came out I photostatically enlarged them and built a 20' model of balsa planks. The lines were perfect.

Due to this design's ease of motion and seaworthiness, could Bolger enlarge it to 1-1/2 or 2 times its original 15' and put a small motor in a well next to the rudder, put on a lobsterboat type house, and have an improved version of his "Tennessee"? It seems to me this would be a low cost, low weight, low power cruiser or motor-sailer.

Bob Coles, Moorestown, NJ

### PHIL BOLGER RESPONDS:

You can't help thinking about scaling up "Sweat Pea" but a 2:1 version would be only 32" bottom to gunwale. Earlier I presented what amounted to a 30' version, the would-be OSTAR Racer, with a transom stern to give some power to carry sail. I do have a motor sailer in the works, but she is a closer relative to "Hawkeye" than to "Sweat Pea", to get the good of her engine.

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### MORE ON MOTORBOATS

Some of us are too old and arthritic to enjoy rowing and paddling. Can you do some articles on small power boats? Inboard or outboard, low power, under 20', economical and comfortable?

Bob Pedersen, 1 Nevin Terr., Massapequa Park, NY 11762.

**Editor's Comment:** We're receptive to some of this if anyone out there has any tales to tell about messing about in affordable, comfortable small powerboats. Over the years I've done a number of articles on this sort of boating, but it's not in my mainstream boating.

### LEEBOARDS FOR A GRUMMAN?

I possess a Grumman aluminum dinghy, called "Cartop Dinghi". It is 11'4" x 56", pretty deep, with a wide transom. It weighs 11 lbs. I row it with 8' lightweight laminated oars made in Finland. It rows beautifully, stands up to 2' waves and can carry 8hp. But...I'd like to sail it and it has no daggerboard box. The only way to make it able to sail would be by using leeboards like Grumman provides for their canoes. I contacted Grumman but they did not have any such device to fit my boat. Does any reader know where I might find such equipment?

Al Curran, 119 Sefton Dr., New Britain, CT 06053.

### SOME GRIEF, SOME CHALLENGE

By spring my Payson/Bolger canoe will be finished. My first boat building project has brought grief but was challenging, and I'll probably build another boat.

Larry Bracken, New Albany, IN.

### BALTIMORE TSCA CHAPTER

I am interested in hearing from readers in eastern Maryland who might want to join together to organize a Baltimore area chapter of the Traditional Small Craft Association. Please contact me if you are interested.

Kevin Brennan, 3125 Clearview Ave., Baltimore, MD 21234

### DUXBURY DUCKS STILL ACTIVE

As a result of an article of mine that you published a year ago about my Duxbury Duck I was able to come up with a total of 13 of these boats, 7 or 8 of which are still afloat. The Plymouth (MA) Yacht club had several new about 6 years ago, but they used old rigging on them. I am still attempting to keep mine sailing even as it continues to increasingly show its age.

David Hinds, 233 Pleasant St., Wakefield, MA 01880.

### A GEODESIC NEWSLETTER

Monfort Associates is pleased to announce the publication of the first of many quarterly newsletters entitled "Featherings", meant to be a forum for owners, builders and admirers of Geodesic Aerolite boats. The editor will be Rich Shew, an ambitious young writer with a profound love for small boats (he is the son of Dick Shew of the famed Shew & Burnham boat building firm). It will feature a column by the creator of the Geodesic Aerolite designs, Platt Monfort. The intent is to further the enjoyment and fulfillment of Geodesic Aerolite boat owners and fans. A subscription for four quarterly issues is \$10.

Monfort Associates, RFD 2 Box 416, Wiscasset, ME 04578.



#### ALL US COWS LOVE MEADOWLARKS

This photo was taken from our Meadowlak while slowly running on starboard jibe up the Tred Avon River going past Bailey's Neck. I was trying to see how close we could get to these cows without running aground. They didn't appear spooked at all by our appearance and perhaps they might have wanted to come aboard had we gotten closer.

John Hawkinson, Easton, MD.

#### A BIG "GOTCHA"

The January 15th issue chalked up a big "gotcha" for you. Over the years I've often thought of writing to you about articles that appealed to me, but procrastination prevailed until this one. "The Next Generation Cockleshell" by Eric Risch, and in particular the photo on page 19 of his wife and her dog in her owner built kayak said it all to me.

I like dogs. In fact I can be downright silly with a friendly little dog. The dog in that picture with its bright eyes, picked up ears, and only his head looking over the coaming is delightful. I also like small boats, thus the nicely finished kayak in the foreground coupled with the boats grouped in the background all contribute to the photo's appeal to me. The impact is competed with the bright, warm smile of the owner obviously enjoying her boating holiday. The picture is a gem, it has been suitably framed and is hanging in my shop.

Ralph Ellis, Columbia, CT.

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## The Challenge

By Dick Mitchell

I first met Charlie Hill, a resident, photographer and historian of Sunapee, New Hampshire, about twenty years ago, and it was through his efforts in 1968 that my steam launch "River Queen" was moved from Hinsdale to Lake Sunapee, a distance of about sixty miles, to help celebrate the bicentennial of that town. Many wonderful events took place during the three weeks that I was up there with the boat, but certainly one of the most exciting took place the last day that we were up there.

Charlie suggested that he and his two grandsons and I take a cruise all around the lake and spend all day. This suited me just fine, so we loaded the steamer full of wood and started out. On the return trip up the lake from Newbury Charlie asked me if I had ever heard of the old boat in the shed on the deserted property on Great Island. Since this was news to me, we decided to have a look, so we tied up to an old stone pier and walked ashore. The old house up on the bluff had not been used for many years and was in very poor condition. We looked in the windows and there in all its past glory was the furniture, with the plaster falling from the ceilings and walls. The large porch that went around three sides of the house was beginning to tumble

down.

Down by the lake in the woods, and only five feet or so from the water, was a tin roof shed. The only door was a narrow one on the front corner away from the lake. The door had been broken open so we went in. It was quite dark in there but enough light filtered through the cracks so that we could see after a while. Here was a lovely fan tail launch about thirty feet long with a canopy top and three curved glass windows around the front. It had a four cylinder Buffalo gas engine that was started by a long lever which engaged a dog on the hub of the heavy flywheel. The decks and all the woodwork were of oak, and varnished. The foredeck contained a high but pretty chock rail and the aft deck had a taffrail. There was much lumber stacked beside the boat, and although the squirrels and chipmunks had made their homes here for many years, the boat appeared to be in perfect condition.

The back of the shed facing the lake had no big door but was all boarded up, and there was no evidence that a boat had ever been hauled there. There was no marine railway, no heavy timbers, no ramp of rocks or concrete, just nothing. The boat had been in this shed for so many years that it was only the very oldest natives who even remembered it.

That beautiful old boat bugged me and I never could get it out of my mind. Why was the boat hauled ashore and nailed into that shed? Why was the lovely old house deserted? Who owned this property anyway?

Over the years a few facts did come to light but things were sketchy at best. I was told that the house had been built by a Mr. Breen, a Lawrence, Massachusetts undertaker, and apparently he was the man who bought the boat. The Aiken family of Claremont, New Hampshire, were the present owners and I believe Mrs. Eunice Aiken is a daughter of Mr. Breen. The Aiken family at one time was prosperous and influential in business, but for some reason that I do not know, the family had fallen onto hard times and their property had gone downhill.

During the summer of 1977 I stopped in to see Leon Gould at Burkhaven. Leon had a small boatyard and had been in business there since 1923. His wife had been born there and was then nearly 75, and she could just remember the "Nancy Jane" being used. Leon never had seen the boat on the water.

I expressed an interest to Leon in going out to the island and try to photograph the old boat. He told me that Jimmy Aiken was living out there with his girl friend and working nights in Newport, coming in each day and driving off to work. He cautioned me that Jimmy was a rather difficult person and he doubted that he would let me go out there. He did agree to ask him for me when he again saw him, and he told me that when I was up again to stop in and he would let me know.

It was in the fall of 1977 that I did return to Burkhaven and had another talk with Leon. He said that Jimmy was very nasty and said he wanted no S.O.B. out there under any conditions. The following May I was up to the lake again with a friend and I stopped in to see Leon again and told him then that I would never attempt to go out there as long as the family felt as they did. He told me there was another Aiken boy by the name of Herrick who worked at a marina in Newport and that Herrick was a nice guy and he thought it would be okay with Herrick if I went. Anyway, Leon said, "Now is the time to go, there is no one on the island this early in the season and only a few fishermen on the lake. So my friend and I rented an outboard from Leon and loaded my camera and flashlight aboard and made the short mile and a half trip out to the island."

Of course, you understand I had no right to be there, and as a result of this I was pretty nervous when I stepped out of the boat onto the old stone dock. It was running through my mind at that time how Charlie and I got caught out there in 1968 by some young man who had seen us go ashore from a nearby island. He was also a

### About the Author

Dick Mitchell, who died in September, 1990 at age 72, was the recreational steam boater's guru, who wrote "The Steam Launch" in the early '80's, the comprehensive bible for that way of messing about in small boats. Dick was a boating writer for years for nautical publications also, his magnum opus did not spring forth from out of nowhere. His friend Jon Knickerbocker sent us this tale of the rescue of an old in-board launch from an abandoned New Hampshire lakeshore "cottage" after Dick had passed on, with a note that said it had been okay with Dick if we ran it.

family member, but when he found out who Charlie was he told us to make ourselves at home, but he did want us to come over to his island and show his folks the steamer, which we did, and we ended up giving them all a ride in it.

On this visit the little door at the front had been nailed shut with cleats across it, but someone had pulled a board off the side so we could look in but could not get in. I went around the back and saw that the sill was about 18 inches off the ground, but a huge rock stuck up out of the ground. I worked on this rock for a long time and finally got it loose and rolled it into the lake, and then skinned under the wall and was inside. My friend Tommy passed me the camera and I photographed the boat as best I could, which was good enough on the interior but nearly impossible for the outside as the shed walls were real close to the hull.

After we returned to Burkhaven, I drove down to Newport and met Herrick Aiken. I did not tell him that we had been on the island but I did ask him permission to go sometime and he said it was okay with him as long as I came and asked him. I asked him if the boat was for sale and he said that it could be bought and that he was trying to interest someone at Lake Winnepeaukee.

I had told my friend Louie Francisco about the boat many years before and he was interested in it. So with renewed interest I called Louie and suggested that he come over for a look. I met up with Louie at the harbor in Sunapee and we rented a boat from Leon and went out to Great Island. We spent a lot of time checking out the boat in the shed and had a nice picnic on the shore. We looked the house all over and on the porch which had not yet fallen in we found a wineglass transom lapstrake rowing boat about 16 feet long in perfect condition, that we later learned belonged to Jimmy. Louie made an offer, which at the time I thought was fair in view of the fact that it would cost a lot to get it off the island and trucked to Squam Lake, but the offer was rejected by the Aiken family. We had been told that there were others who were interested but no one seemed to be able to close a deal. There were of course many people around the lake who knew of the property and also the boats that were there and I suspect that many of them had been ashore on Great Island.

Again the trail got cold and things quieted down and everyone went on about their daily business until I just happened to mention something about that lovely old boat to a friend and he in turn mentioned it to Jon Knickerbocker, who lives about 12 miles from my home and is a good friend of mine. One day that winter when I was up to visit with Jon he asked me about this boat story and I told him of Louie's interest, but if Louie felt he wanted to bug out I would tell him anything that he wanted to know. So I called Louie and he said he felt he had offered all he could and said we could pursue it as far as he was concerned.

Jon made some phone calls to the Aiken family but there seemed to be a lot of differences of opinion between Mrs. Aiken, Jimmy, Herrick and an uncle as to the value of the boat, and one day Jon got one story and the next day a different story. Jon, his father Jerry, brother Scott and friend Mike Lane went to Sunapee and walked across the ice to see the boat and eventually Jon called me to tell me that his father had bought the boat.

In March of 1979, Jon, Jerry and I drove to Claremont to close the deal with Herrick Aiken. We found him on his job at the farm machinery place of R.N. Johnson. A check was passed and I witnessed the bill of sale and we then drove to



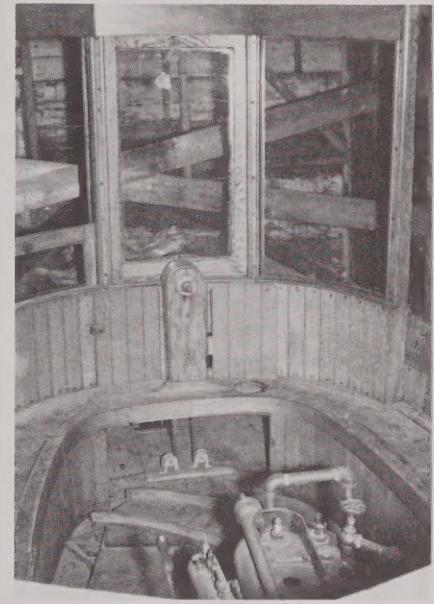
Opposite page; Mike's waders fill up with water as we work the just launched launch around to the dock. Above: The boarded up boathouse within which "Nancy Jane" was hidden away for years. Below: Inside the old boathouse, the view from the pilot station.

the house in Claremont where Herrick and Jimmy lived. Here I met Jimmy for the first time. Jon made a deal with Jimmy for the wineglass transom rowboat on the porch at Great Island and we picked up the red velour cushions for the steamboat as well as flag poles, etc. We told them we were going to walk out on the ice that afternoon and they told us to go into the house, and just where we would find all the fittings that belonged to both the rowboat and the "Nancy Jane". One of the mariners wheels was on the boat but the other one was slid under an old davenport that was only two inches off the floor. We found the anchor and big brass carbide light in the attic, along with other things, but we never did find the running lights. This was the first time I had been in the house.

The ice was starting to melt along the shoreline and, although the day was overcast, there was a bitter north wind. When we went out there was about an inch of slush on the ice but on the return trip the slush was about three inches deep. We brought all the things from the house that applied to the "Nancy Jane" and the rowboat that we could find. We slid the rowboat down the bank on the snow and loaded in about 100 pounds of stuff. I was sorry for Jon and his father in the respect that I am unable to do hard work so dragging the boat with that load through the slush for a mile and a half fell on the two of them, and it was not only very difficult but almost impossible. No more than 100 feet could be accomplished at one time before a rest was needed. It was nearly dark before we had the boat on top of the car and started for home.

We might have been the last persons to walk on the ice that winter and we knew that the big boat was safe at least until all the ice was melted as no one could get out there. We all felt that it would be best not to discuss this purchase or tell anyone when we would be going after the "Nancy Jane".

Saturday, May 5, 1979, was the date that the Knickerbockers had set as the big day and five of us would be making the trip. These would be Jerry and Jon Knickerbocker, Mike Lane and his father Fran, and myself as photographer. We left Friday night with three vehicles, two trailers with boats including a Boston Whaler, which Jon said was the pickup truck of the water, and he sure was right as we had crowbars, four jacks,



two come alongs, a toolbox of carpenter tools, a toolbox of mechanic tools, ropes and chain saw, as well as sleeping bags and food and ice chests and a cook stove, and a 75 pound pump.

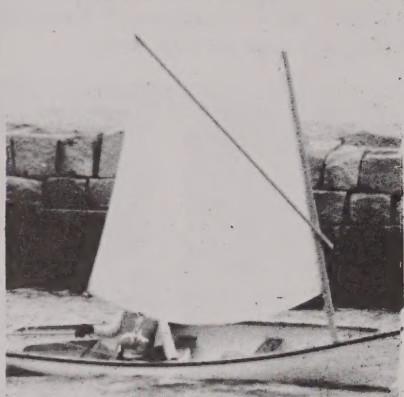
I got a room at a motel, but the others went out to the island that night. The two young men slept on the porch in sleeping bags while the two fathers found rooms upstairs and spread out their sleeping bags on some old beds. They told me to be on the dock at the harbor at daylight, which was 5:30 that time of the year. Saturday dawned gray and windy but at daylight Mike came for me in one of the boats. We all had breakfast together around the big dining room table with bacon, eggs and coffee. Before they had gone to bed the night before they had removed all the boards from the back of the shed so the fan tail was exposed to view. Work began right after breakfast and there was to be no stopping until the job was done. Jon had engaged a low bed trailer and Miller Construction Company's big crane from Windsor, Vermont, to be on hand at the harbor at noon.

There had been, fortunately for us, many planks stored in this shed and they were in



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excellent condition. But there were no beams. We had to spike some planks together to make beams and we cut up the old flagpole and some small hemlocks with the chainsaw to make rollers. The cradle had only one bunk on it in the middle and this was a little shaky. I have worked hard at times in my young life and I have seen plenty of other men work hard, but I never saw four men work any harder and faster than these did that day on Great Island. Every hour that equipment sat on the dock waiting for us was probably costing a hundred bucks.

They had to jack up thecradle and slide planks and rollers under it to roll it out on the fabricated beams. When everything was all set very large ropes were secured around massive rocks on the shore and a come along was attached to them and a long sling around the bow of the boat. With the come alongs at work, one on each side, the boat could be inched backwards ever so slowly. After all the cable was wound in a new purchase had to be made. In the meantime the wind had come up very strong and the waves were about two feet high coming right onto theshore from the north, and it was bitter cold.

Eventually the boat was moved back out of the building until it was at the pivot point where the bow would raise and the stem drop and it would roll into the lake. It was a big moment when this happened, but the bow remained hung up on the shore. It was necessary to rig up the gasoline pump on the stem deck to keep the water out that was starting to leak in through the seams. Finally we rigged some planks and slid the bow sideways until she was afloat and dancing on the waves.

Jon and Mike had put on their waders in anticipation of keeping the boat off the rocks, but Mike did not anticipate the depth of the water and it went in over the tops of his waders and filled him right up from the toes to the armpits and the poor guy shook with cold for the next two hours. The two of them were able to work the boat around to the old dock and got a line aboard from one of the outboards, and the three mile tow started for the harbor.

Jon went ahead in the Whaler to tell the crew that we were on the way, Mike and I rode in the "Nancy Jane" to keepthe pump in operation, and Fran and Jerry towed us with the other outboard. It was slow going as we were right into the wind, and to make matters worse, the discharge from the pump was being blown by the wind right onto the carburetor and spark plug, so Mike had to shift the pump around to the other side of the deck to keep it from sputtering and shorting out. Had that happened, it is doubtful that we could have kept up with the leaks and we might have lost the boat before we got to the dock. But we knew that if we could keep it running, it would more than take care of the water leaking into the bilge.

It was a real pleasure to ride in theboat even though it was being towed by a snarling outboard. It frolicked on the waves and sliced them nicely as we rounded the point and came into the harbor. It was just 12:15 were slid under the hull and lifted it like a toy onto the lowbed. A few of the natives had seen the crane come into town and had come over to see what was happening, so we had a little audience, but for the most part, nobody knew what was happening. Of course,there were all kinds of comments when they saw us coming in. Some natives never knew the boat was out there, some had tried to buy it and never could. But in spite of all the comments there was one thing for sure, and everyone agreed, it was a beauty.

Jon rode with the truck driver to Spofford



Above from the top: The bow gets hung up on the banking, we slid her sideways into the water. Lifted in the slings for loading onto the trailer, the successful conclusion to the rescue. The crew, from left: Francis Cane, Mike Cane, Gerry Knickerbocker, Dick Mitchell, Jon Knickerbocker.

Lake to unload while the rest of us returned to the island for lunch and to pick up all of our equipment. We were all tired, exhausted would be a better word. It was a case of knowing what had to be done and how much time we had in which to do it. For the most part, though, it was just application of bull strength. It was a challenge we'll all remember.

#### POSTSCRIPT

The Aiken family are direct descendants of

Mr. Walter Aiken, one of the designers and builders of the Mt. Washington Cog Railway. I was told that he was the original purchaser of theboat, but there is no proof of this in the form of paperwork, a bill of sale, registrations, etc.

The boat has since been sold to Mr. Vincent Callahan of The Weirs on Lake Winnepeaukee in New Hampshire. It has been restored and has had a new engine installed. Vinny runs the boat on the big lake for his own enjoyment.

Jon Knickerbocker



## Retracing a Historic Route in a Modern Guideboat

It was a gorgeous afternoon in early September, the best of times in the Northern Adirondacks. Puffy cumulus clouds were reflected in the dark blue water. The temperature was cool enough to make a jacket comfortable. A breeze agitated the tops of the pines and balsams.

I had rowed from the head of Blue Mountain Lake, through Eagle Lake and to the end of Utowanna Lake. This was the start of a route followed by thousands of travelers a hundred years ago, travelers that included John D. Rockefeller, J.P. Morgan and Ned Buntline. From here, there was a half-mile portage or "carry" to the Marion River followed by a traverse of Raquette Lake, another carry, several more lakes and a lot more of the Raquette River.

At the turn of the century, steamboats carrying 300 passengers had docked in the quiet cove where my boat floated. The world's shortest standard gauge railroad then carried the voyagers a half-mile past the rapids on the Marion River. At the end of the ride, they boarded another steamer for the trip across Raquette Lake to the rail head, where trains of the New York Central Railroad waited to trundle them back to civilization. Today, the scene was as deserted as it had been before the Adirondacks had become the favorite playground of the Gilded Age.

As I was preparing to push off for the return trip through the three lakes, I heard footsteps on the wooded path of the carry. In a moment, a man and his twelve-year-old son appeared, carrying an antique Old Town canoe.

"Returning from Raquette Lake?" I asked.

The man nodded. "Yes. We'd planned to go all the way to Forked Lake, but we had to turn back. The winds on Raquette Lake were just too much for us."

After a few more pleasantries, we all set off for the return voyage down the three "Eckford Lakes." I soon left the canoe behind. My boat was a modern version of the Adirondack Guide Boat, the boat designed for the conditions of this

wooded water land. The traditional guide boat was as much a part of the life of the North Country a hundred years ago as autos are a part of ours. They were light enough for one man to carry, stable enough to shoot deer from and large enough to transport a guide and two "sports" on an extended camping trip. They were fitted with oars for fast, sure traverses of lakes and could be paddled as canoes in winding waterways or for stealthy approaches to browsing deer.

My modern version of the Guide Boat was a cold-molded shell of veneer and epoxy 17 feet long, 39 inches wide. It was stiffer and more stable than its ancestor, but a bit heavier. Rather than use oars pinned to the gunwales, it was fitted with a Piantedosi sliding seat sculling rig and nine foot Dreissigacker sculls. The sliding seat made it possible to provide the main rowing thrust with the legs rather than with the arms and shoulders.

What I couldn't do with this modern guide boat was carry it on my back. First, it weighed a little over a hundred pounds. Second, I wasn't nearly as tough as an old-time Adirondack guide who could row a guide boat eighty miles between dusk and dawn; pack the boat over a "carry" and fix breakfast for his "sports" before settling down to a day's hunting or fishing.

That evening, back in Blue Mountain Lake, I explained my frustration to Mason Smith, designer and builder of the Adirondack Goodboat. "The Goodboat is a fine way to get around these waters. Rowing gets you across the big lakes faster than paddling. Rowing a boat is also a lot surer than paddling in a stiff head wind. Then, when navigating the narrow, twisty parts, it paddles as well as a canoe. But the carries stymie me. I'd like to do the whole Blue Lake to Forked Lake trip, but I can't get the Goodboat over the Marion River carry."

"Oh, 'carries' are no problem," Mason answered cheerfully. "I've made a dolly of a pair of bicycle wheels. I slide a board under the keel, somewhere near the balance point of the boat,

By Robert F. Bond

attach the wheels to the board, strap it all down and I have a 17-foot long wheelbarrow."

Then he proposed that we both do the historic Blue Mountain Lake to Forked Lake trip the next day. We would each take a Goodboat. However, he wanted to sail the length of Raquette Lake.

"The wind is generally out of the east and, as the canoers discovered, it can be fierce. Once we row out to Woods Point, we could raise our sails and have a beam reach all the way to Outlet Bay, then run before the wind to the end of the bay."

Both our Goodboats could be fitted with leeboards, rudders and 70 square foot lug sails. This was another improvement over the old Guide Boat. With a relatively long, narrow hull, the Goodboat made a fast, responsive, but tricky, day-sailer.

"Suppose there's no wind," I countered. "The weather forecast says it will be calm tomorrow."

"There's always wind on Raquette Lake," Mason answered with authority.

I wasn't convinced, so I left my sliding seat rig in my boat and threw in a canoe paddle. Mason pinned conventional oars to the gunwales of his prototype Goodboat and stowed his mast, sail, leeboard and rudder under the seats. Though he also had a Piantedosi sliding seat sculling rig, there wasn't room for that and sailing gear.

The next morning we shoved off from the public beach at Blue Mountain Lake at 9 AM. It is still. The lake is a mirror. We pass a couple of canoers obviously on the same mission. Still full of early-morning enthusiasm and pancakes, we rapidly leave the sedate canoers behind. Mason is pulling seven-foot spoonblade Shaw and Tenny oars. I can barely keep ahead of him with my nine-foot Dreissigacker composite sculls, using the power of my legs on each stroke. Mason uses his arms and shoulders, and a very efficient stroke to nearly equalize the superior technology of my rig. In a little more than twenty minutes we

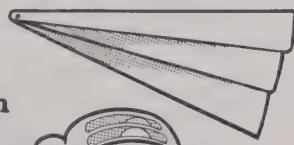


"Goodboating": Portaging with the handy cart. "Canoeing" with single bladed paddle. Sailing despite lack of wind. Paddling backwards with sliding seat rig in place.

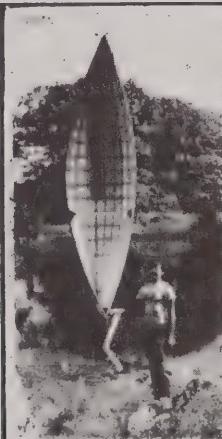


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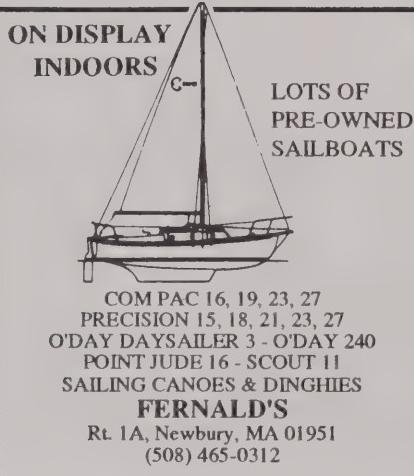
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are at the end of Blue Mountain Lake, two miles from our start.

We enter the third-of-a-mile channel to Eagle Lake, still under oar-power for the channel is quite wide and straight. Originally, there had been a sharp bend just before the entrance to Eagle Lake that had tested the skills of the steamboat pilots. In fact, it had been necessary to stop the engine and pole the steamship around the bend. In 1900, W. W. Durant, who developed the steamboat and rail access to the area, had a straight route dredged into Eagle Lake. The old route still exists and makes an interesting 200 yard paddle through lily pads and under a picturesque stone bridge dedicated to Durant.

Eagle Lake is a mile long and shaped like a cough drop. It was once the domain of one of the most colorful characters of the American frontier. Edward Judson, a.k.a. Ned Buntline, fled to this remote spot after escaping a lynch mob in Tennessee and indictments for such indiscretions as murder and inciting to riot. He lived on Eagle Lake for five years, supporting himself by writing. He left the North Country to fight in the Civil War and to popularize William F. (Buffalo Bill) Cody. His camp, Eagle's Nest, lent its name to the lake and became the center of one of the area's largest land holdings.

We traverse Eagle Lake in ten minutes or so. There are a few private camps on the north shore, but nothing to break the expanse of forest on the south. The lake is still and quiet. It isn't hard to imagine that we are back in Buntline's day, enjoying the isolation that he found so important.

At the west end of Eagle Lake, we enter a half-mile channel to Utowanna Lake. Durant was responsible for the channel. One hundred and fourteen years ago, he had dammed the Marion River to raise the level of the chain of three lakes. This had produced the ire of early-day environmentalists.

"...The scenery along the Utowanna is marred by the effects of this dam, whose backwater has in many places overflowed the banks and killed the trees along the shore, while the narrow, winding outlets which were once overhung with foliage have been changed into marshes filled with dead, unsightly trees."

That was the judgment of the New York State Forest Commission in 1891. We don't find Durant's actions so reprehensible. There are still dead trees lining the channel, but their silvergray columns look stately and somewhat eerie.

Utowanna Lake is two and a half miles long. We find it still and deserted. There is no sign of habitation on the shores. I amuse myself imagining the same scene in the Gilded age; the giant, two-decked steamship Tuscarora plunging down the length of the lake, its contralto steam whistle echoing back from the wooded shores and delighting the ladies twirling their parasols on the promenade deck.

We make two parallel tracks across the lake as our oars leave rows of little whirlpools behind us. Now a slight breeze ruffles the surface of the water, delighting Mason. "I told you there would be a wind," he calls to me. I shrug and keep on rowing. If a decent wind does come up on Raquette Lake, I'll be hard pressed to keep up.

At the west end of the lake, our passageway narrows down to a hundred feet, then fifty. Finally we slide in against the ruin of an ancient pier on the north bank. To our left we can see the small dam that made navigation on the lakes possible and so upset the Forest Commission. We pause a minute to marvel that Norris Hale, long-time pilot of the seventy-five foot, double-decked Tuscarora, turned the ship end for end in

this narrow cul-de-sac.

Our own maneuvers are somewhat simpler. We use an inflated roller to pull the two boats onto land. Mason attaches his bicycle wheels to a simple cross bar that rides under the keel and his 100-pound-plus Goodboat becomes a perfectly-balanced cart. I follow him the half mile to the west end of the carry. In places we can see the old railroad ties peeping through the forest duff.

Durant's Marion River Carry railroad operated from 1900 to 1929. The rolling stock consisted of three discarded Brooklyn streetcars pulled by a small steam locomotive of the type used on the New York "El" in those years. The line carried up to 8,000 passengers a season, as well as many tons of freight for the "great camps" of the millionaires. The carry had a long history before the railroad was built. It had once boasted a hotel and dining hall. Today, except for the rotting ties, there is no hint that this was ever more than a quiet forest trail.

The carry trail passes Durant's small dam and a half-mile of rocky, unnavigable water. At the end, the stream widens out into a placid pool. We remove the wheels from Mason's goodboat and go back for mine. In a few minutes, both boats are launched on the Marion River. Named for the daughter of Henry Eckford, the surveyor who first mapped the area, the Marion River is really the Raquette. It's a narrow, twisting and fairly fast stream for the first mile or so.

Here's where we employ the Goodboats as canoes. Mason simply ships his oars and takes up the paddle. Forme, it's a bit more complicated. The nine-foot sculls require outriggers for the oarlocks, which get in the way of a paddle. If I move to the stern seat, the trim of the boat is seriously affected. My solution is to move to the forward seat and propel the boat backwards, as I would do if soloing a canoe. The boat handles surprisingly well that way. The transom is lifted clear of the water and I can heel it to my paddling side to reduce the wetted area. I have room to use my paddle in draws, sweeps and Duffeks without hitting the outriggers. With the steam meandering every fifty feet or so, I get to use all the strokes I know to keep my boat out of the weeds.

A beaver dam is my downfall. I miss the best place to go over the dam and the transom sticks. I have to climb out onto the dam to float the boat over. Mason, profiting by my example, hits the dam at just the right place going fast and pops right over.

Now, for the first time, we meet other boaters. There are two parties of canoeists going upstream and, as the stream widens, a couple of power boats piloted by fishermen. The river here is officially classified as "scenic." To the south there is a wide marsh. To the north the ground rises rapidly to the rocky, wooded spine that will eventually become Woods Point. We switch back to rowing. We pull into the reeds for lunch, eaten in the boats, then continue down the five miles of the Marion River to Woods Point.

As the bay widens out into Raquette Lake, the promising breeze dies out. The lake is uncharacteristically still. Not to be deterred, Mason steps his mast, hoists the lug sail and installs leeboard and rudder. I rest on my sculls and watch. A zephyr of wind comes up - from the northwest. Mason steers off past Osprey Island. This is hardly the direction we want to go, but perhaps he hopes to pick up more wind further into the lake.

After a while, I decide to go on alone. If the wind picks up, Mason will catch me soon enough. I set a leisurely pace, rowing north, past Woods Point and Tioga Point. I steer too close to Needle Island and nearly run aground on the rocks.

There are now more boats to be seen. Raquette Lake is one of the largest lakes in the Adirondacks and its shores are rather densely settled. Power boats, most sporting fishing poles, pass me every ten minutes or so. Mason's sail is barely visible in the south. The air remains calm. I decide to wait before turning into Outlet Bay. I rest on my sculls and eat an apple left over from lunch. A few stinging flies find me, a half a mile from shore. Can they smell me or do they make regular patrols across the lake, looking for meat?

Mason's sail is getting closer. I marvel at his sailing skill. He's able to make his boat move in no wind at all! As he gets closer, I can see the flash of oars. He's rowing with the sail set at his back. We rendezvous off Bluff Point and turn West into Outlet Bay.

Now there's just a bit of an easterly breeze, enough to fill Mason's sail. He's raised his leeboard and rudder and is using his canoe paddle to steer and assist in propelling his boat. I have no trouble keeping up, however.

By 4 PM, we have traveled six miles up Outlet Bay and reached the start of the river named the Raquette. There's a ramp on the north side of the Bay just before the head of the Bay. We muscle the boats up onto dry land. In the early summer, the Raquette here could be traveled through some Class I and II rapids into Forked Lake. Now, in August, the water is too low to be navigable. The preferred route at all times of the year is to carry for half a mile to the south arm of Forked Lake, then boat down the three and a half miles to the end of the lake and the next carry, around the rapids above Buttermilk Falls. Unfortunately, we're out of time. Mason walks to the public phone on the highway just a hundred yards from the boat ramp and calls in the support team.

In due time, our support team, Mason's wife and year-old son, arrive with a car and boat trailer. A blacktop road from Deerland crosses the carry here and we soon have one Goodboat loaded on a roof rack and the other on a trailer for the drive back to Mason's home and boat shop at the southwest end of Long Lake.

Next year, we tell ourselves, we'll extend the trip, down Forked Lake, around Buttermilk Falls and down the 15 miles of Long Lake. Beyond that lies more Raquette River, Tupper Lake and, eventually, the St. Lawrence and the Atlantic Ocean.

In spite of the lack of cooperation from the wind, we feel that we've proven the versatility of the Adirondack Goodboat for touring. We've used the same boat as a conventional rowboat, a recreational rowing shell, a canoe and a day sailor. We've covered 19 miles of the most beautiful waterways in the Northeast with a minimum of effort and about as fast as weekend navigators could be expected to do it. We've rowed where the waterways were broad; we've canoed where the water was narrow and twisting; we've portaged with a minimum of work. If there had been wind, Mason would have a glorious sail down the length of Raquette Lake. This year, the Raquette River; Next year the world!

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## The Great War Canoe Race

By Roger Bass



Top photos: The starting action was fast and furious, but soon it was all over for most.  
Below: The author at the finish.

With the war over for two months, the days and nights seemed to drag out endlessly. But that was about to change. The challenge of designing and building a boat under difficult conditions can bring excitement to the most boring times. First, I noticed the poster on the boat house door. The headline read "The First Annual Al Jubail War Canoe Race." The rest of the text said every section in our Coast Guard unit would build a boat to enter in a race. The only rules were that the entries had to be human powered and they could not be tested in the water before the race. This sounded pretty intriguing. At muster I was told that I would be responsible for the Boat Operations Section's entry. I hate to be told to do something but it sure sounded better than cleaning the showers!

I kept coming up with ideas for a boat design but the lack of materials was a definite limitation. The obvious design would be a raft, but that would be too boring. Besides, the Mar Sec (Maritime Security) section already had a raft under way with 55 gallon drums and 2 by 8's (it looked like it must weigh a ton). No, it had to be something with style. I settled on a design I remembered from *Woodenboat Magazine* of a canoe with dacron cloth covering a super light weight geodesic plastic frame. I could use PVC pipe for the gunnels and chine and cover it with plastic sheeting. That sounded promising, but since I had neither the pipe nor plastic I knew I had to start scrounging.

In the back of the storage tent I found a supply of mop handles. They would be perfect for the supports to spread out the PVC. The idea of an entire 100 man unit with 10 mop heads and no handles fell into the not my problem category. I knew the 1st Cav was shrink wrapping their helos for shipping so I thumbed a ride to their end of the pier. Just a little bit of fast talking and I had a whole roll of heavy duty visqueen. Things were starting to look up. The big hole in my list of materials was something to hold everything together. I thought fiberglass reinforced packing tape would be ideal. Unfortunately, what is available in tremendous quantities for a dollar a roll at Home Depot is frequently not available at any price on a pier in Saudi Arabia.

I stopped a fork lift driver on the pier and asked him if he knew where I could get any packing tape. He stared at me for about 20 seconds and didn't say anything. He hadn't said no so it was definitely time to go for the hard sell. I pointed to our base in the distance and told him about the boats being built, the race and how

important this was to the Department of Defense, American honor and to his mother. When I got to the part about the barbecue after the race and how he was invited and would have more fun than the law in Saudi Arabia allowed, I thought he was hooked. He said to wait a minute and drove off. About two minutes later he drove by and flipped me a package of six rolls of fiberglass reinforced tape. My eyes got wide and I knew I was in business.

With several other Boat Ops people I set to work. Just as I had envisioned, the packing tape was as good as trunnels. I taped the four sections of PVC together at each end, stretched out the middle with pieces of the mop handles and the shape was almost like a canoe. Well, if you squinted through one eye it looked almost like a canoe. The work was slowed of course, by a hundred other kibitzers who all thought they were old men of the sea. Comments such as "it won't float," "it will turn over," "it will sink," "the plastic will tear" were constantly being offered. But, like Noah building the ark, I turned my back on the hecklers and pressed on.

Then I heard the news that struck fear into my heart. The Navy Explosive Ordnance Disposal (E.O.D.) unit next to us was not only working on an entry of their own, they even had plans to dive under water and slash the thin plastic skin of my boat. I worried about that until the start of the race, but other than taking off so fast that they couldn't catch me, I couldn't come up with any other defense.

Now she was almost finished and I was really proud. I found some cans of spray paint and couldn't resist adding a red Coast Guard racing stripe on the bow. Then a co-worker added a full size wooden replica of a .50 caliber machine gun. It looked so real I was afraid it might get me disqualified. She was something to behold.

Race day arrived and I was ready. With the sky ominously dark from the oil fires in Kuwait, the tension of not knowing if I would return from my competition with the sea was causing the muscles in my face to twitch. The other sections started bringing out their entries. Mar Sec had turned their raft into "Saddam Hussein's Bunker," complete with a life size likeness of Saddam and when they pulled a line he raised his arms and surrendered. It was a big hit. Engineering Support had two entries. One was an eight foot by four foot likeness of an MRE (meal ready to eat or meals refused by everyone, depending on the condition of your stomach lining) complete with printed menu and giant spoon/paddles. The second was a fuel tank from a Coast Guard Raider boat painted grey with a Bart Simpson doll as coxswain. Obviously all this time in the desert was starting to warp people. The Admin Section had a four foot by four foot cardboard box that had been fiberglassed and was addressed to "Any Serviceman." Their paddles were shaped like giant pencils. Cute, but definitely out of the running. But then, what did you expect from Admin? The Officers had built a Hobie Cat look-a-like out of huge tubes of PVC and a trampoline from camouflage netting. Okay, it was only a Hobie Cat look-a-like to the officers, but they tried. As each boat was brought out a crowd would gather and they were really getting into it. This really looked like it would be fun. Then the unbelievable happened. Boats started arriving from other branches of the service. We were expecting the Navy E.O.D. and their raft that looked like a VS 50 anti-personnel mine was pretty good. But no one was expecting the Navy MIUW with their floating outhouse



Above: The author and assistant commence construction of the "Bass" boat, and upon its completion stands guard with appropriate firearm.




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trimaran. Then the Seabees showed up with a raft of two inflated body bags (fortunately they were empty), and a second raft of two very large ships fenders. A real carnival atmosphere was developing with a very large crowd continuing to gather. Then a noise started in the distance and grew louder. A truck with a raft in the back came into view followed by a full company of Marines double timing in formation. The Marines had landed. There went the neighborhood property values.

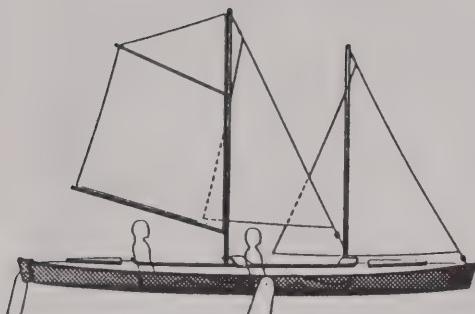
This event was shaping up as the biggest thing to hit Al Jubail in a long time. Then disaster happened. The Marine Colonel in charge of the port called and said the water in the port was off limits and the event had to be cancelled. The crowd was starting to get ugly and it looked like another war might break out. With some quick thinking and exhaustive international diplomacy it was arranged with the Brits to hold the race at the British Pearl Beach compound. That was great news, but was over five miles away. Schwarzkoph would have been proud. Numerous pickups and deuce and a half trucks appeared from nowhere and suddenly were filled with boats. A bus and several vans even filled with spectators for the trip. When this hilarious, wild "Mardi Gras" like procession wound its way through downtown Al Jubail even the camels did a double take. Like I said, the city hadn't seen anything like this in a real long time.

With every entry crowded at the edge of the water the rules were carefully and thoroughly explained. "Don't cheat. There are no other rules." As the starting horn sounded the Boat Ops ultra light grabbed the lead for about fifteen seconds. Then my outrigger got caught in a raft and swung sideways. The MIUW port-a-potty sprang into a solid lead. A dramatic shift in momentum occurred when about thirty Marines entered the water, sank the port-a-potty and began to push and pull the Marine raft. The Admin "Any Serviceman's Package" started to disintegrate and the two occupants dragged its remains back to shore. I couldn't get my outrigger untangled from the raft so I jumped in the water and started pulling the boat, but it was too late. The race to the finish was tight with the Marines just edging out the Engineering Support MRE. I finally finished well back in the pack and collapsed in the sand. I was exhausted, but totally exhilarated. Desert Storm wasn't supposed to be this much fun.

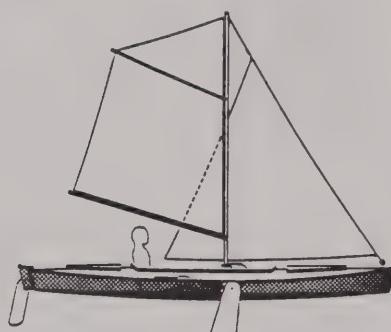


At right from the top: The MP contingent were all set up to deal with any fast guys. A somewhat macabre craft was made from inflated body bags. What appears to be a Coast Guard cutter could also pass for a submarine and soon tested its underwater capabilities.

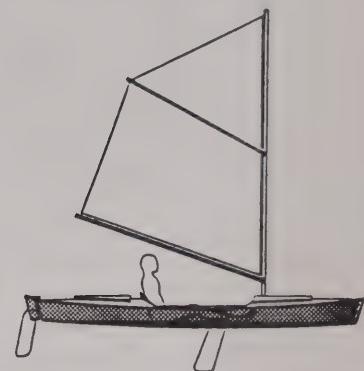
# Just What Exactly Is A 'WindHorse'?



GosHawk



SparrowHawk



FleaHawk



By Dan Leonard  
Designer, WindHorse Marine

All three of my *WindHorse* designs (illustrated above) look pretty unusual, so I sometimes attract a bit of attention when I'm preparing to launch. People have lots of questions, but they usually start with something like, "Wow, that's pretty amazing! What is it?"

"It's a sailing sea kayak," is my usual response, but this doesn't really seem to satisfy, since most people have never heard of such a thing. The onlookers often pause a moment, as if waiting for some kind of translation. So here goes.

## The Concept

The idea behind a sailing sea kayak is simple. Start with a light hull that's narrow enough to paddle easily, and then look for a sail rig that lets you take advantage of a good sailing breeze. If you keep the sail plan low and pay attention to stability issues, the result is a wonderfully versatile craft for informal coastal exploration.

I'm particularly drawn to this type of vessel because it's so well suited to combination boating-camping trips. The paddling capability is especially handy during the early morning and early evening hours, when conditions are often calm. There's nothing quite

like a sunrise paddle, for instance, with the mist still hanging on the water and a thermos of hot coffee at the ready.

None of this is really new, of course. People have been paddling and sailing around in sea kayaks since the early 1900's, when the Germans began developing canvas-on-frame boats loosely derived from earlier Eskimo designs. Since then, a variety of canvas kayaks (particularly the Klepper) have been used for expeditioning all over the world.

The Brits have been particularly avid users, while the Germans have continued to push the frontiers. Twice in this century, a German has sailed a Klepper single-handed all the way across the Atlantic, a truly stunning accomplishment.

I got bitten by the sea kayak bug in 1988, when I bought a sailing Folbot. It took a year of constant modifications to get it to sail properly, but in the end I was pretty well satisfied. We used it constantly.

Each time I tried to pack up for a longer trip, however, I had to deal with the limitations of a canvas boat. All your gear has to be shoved up under the front and rear decks, between the protruding rib-frames. It's clumsy and frustrating, and there really isn't much room.

Worse yet was the constant worry about how we would handle a sudden capsize in a fully-loaded boat. Our only flotation was provided by two small inflatable bags in the very bow and stern. I knew the swamped boat would be very difficult to recover (although we never actually did go over).

I eventually became convinced that I could build myself a much safer boat by starting with a hard-shell hull, instead of canvas. Among other things, this would make it easy to incorporate properly sealed cargo compartments fore and aft.

I decided to give it a try, and was delighted with the results. With tight-fitting hatches, the large compartments provided even more buoyancy than I had expected. During capsize drills it was surprisingly easy to flip the boat back upright, climb back in and sail away, just as you would with a Sunfish or Laser. The relatively small amount of water remaining in the cockpit was easily scooped out.

The rigid hull also made it easy to experiment with the placement of sailing hardware, since I could drive a screw just about anywhere (always a problem with the canvas boat). By the time I was finished, I had hardware all over the boat, so that everything could be conveniently operated from the rear cockpit. With quick-release cleats for all the control lines, and footpedal

steering, it's actually quite easy to sail for extended periods with no hands.

## The Hull

My first twin-cockpit design was about 20 inches longer and a few inches wider than either the Klepper or Folbot double. This provided sufficient stowage for all the gear required to camp in reasonable comfort. Anything larger would stretch the limits of cartopping. Anything wider would be awkward to paddle.

I was so happy with the performance of the double (which we've used now for five seasons) that I went on to design a single-cockpit version with the same generous stowage. This winter I developed an even smaller version, with a full-sized cockpit but simplified rig and reduced stowage.

All three designs incorporate a double-skin bottom with honeycomb core. This makes the whole structure exceedingly rigid without adding much weight, and also provides extra insurance against rock damage.

I use a broad, shallow V-bottom with plenty of rocker, which delivers a good blend of stability and maneuverability. The hard-chine hull yields maximum stowage volume, and bites well into the water to resist side-slip when heeled over in a good breeze. (The single leeboard is more than adequate for upwind work, and not required at all when sailing off the wind.)

As for construction materials, I chose to work with the emerging wood-epoxy technology for several reasons. For starters, I prefer the look and feel of wood. Beyond that, however, it turns out that an epoxy-encapsulated wooden structure is much stiffer, abrasion-resistant, and fatigue-resistant than fiberglass.

Although it's not yet widely appreciated, a wood-epoxy boat that is properly sealed and protected with sun-blocking topcoat is also almost completely maintenance-free. As long as you don't smash it up on the rocks, or store it uncovered under the



The twin-cockpit GosHawk has two masts and three sails. The two forward sails are both roller-reefing, which means they can be shortened or furled completely just by pulling on a string. Here, the forward crew is up on the special hikeout seat in about 8-10 knots of wind. Around 12 knots, the middle sail would be furled. At about 15 knots, the jib would be reefed down to about 2/3 size, and the main might be reefed as well in gusty or rough conditions. At about 20 knots it would be time to head back in.



SparrowHawk has just as much stowage as GosHawk, but just one full-size cockpit and one mast. Forward of the mast is an auxiliary bench seat with footwell that will accommodate an occasional passenger.

blazing sun all summer, an occasional hosing is all that's required to keep it looking fresh.

## The Rig

I decided to use two masts on my original twin-cockpit boat in order to carry a fairly large sail plan

while keeping the overall center-of-effort relatively low. The first rig used a pair of Balogh "Batwing" sails, schooner style, with a little Klepper jib up front.

This looked pretty sharp and worked well enough, but I gradually became dissatisfied with certain qualities of the fully-battened Batwings. The top batten was often



Key to the versatility of the design is the relatively narrow beam, which allows easy kayak-style paddling virtually unencumbered by the rig. Here we see the twin-cockpit GosHawk being paddled solo from the forward cockpit.



A good dolly with fat pneumatic tires allows single-handed launching at almost any site. Note that the boat is fully rigged before being wheeled down to the water. The dolly also facilitates single-handed loading onto the top of a car.



All this gear can be stowed in either GosHawk or SparrowHawk, allowing extended cruising along any shoreline where camping is permitted. This is often most satisfying on larger lakes with island campsites. After unloading and setting up, you can then go day-sailing in an empty boat, and still enjoy your evenings around a snug little campfire. Sunrise and moonlight paddles are a natural in such settings.

this was the way to go. Roller-furling neatly solves the problem of how to adjust to rapidly changing weather conditions, and makes it especially easy to douse the jib in a hurry. No wonder so many cruising boats use it.

With half my problem solved, the remaining issue was how to design a mainsail that wouldn't interfere with paddling. I knew I would need a relatively short and broad (low-aspect-ratio) sail so as not to overpower the narrow hull. Beyond that, I wanted the main to be easily reefable from a seated position in the cockpit, and generally powerful enough to match the drive of the jib.

It quickly became apparent that a normal triangular main would either be too tall or too long in the boom, difficult to "pop" over when tacking in light air, and I could seldom tell whether I was trimmed properly or not, since the sails looked pretty much the same under all conditions.

Although I still consider the Batwing to be the best off-the-shelf solution for adapting kayaks to sailpower (nothing else really comes close), I decided to experiment a bit with other options. Because I couldn't find any other ready-made sails that seemed suitable, however, I decided to learn sailmaking. This was a slow process, but very rewarding as well.

As I discovered, designing a sail is not all that different from designing a hull. In both cases the main problem is how to cut and assemble a series of flat panels in such a way as to produce the desired three-dimensional curved surface. The actual sewing is not that difficult if you use special double-stick tape to hold the pieces together while you stitch, and have a properly rugged sewing machine.

I started with the jib, since I had crewed for several summers on larger racing yachts, and had always been impressed with the upwind power of the big overlapping jibs we used. While I was at it, I began fooling with roller-furling gear, using a tiny furling drum designed for racing dinghies.

It quickly became apparent that

Unfortunately, the other options discussed in Phil Bolger's indispensable *100 Small Boat Rigs* (gaff, gunter, sprit, lug and so forth) all seemed to have complications related to setting or reefing the sail. I was especially determined to find something that would be easy to reef down in deteriorating conditions.

While focusing on the various methods of holding out the upper clew on a four-sided sail, I began thinking about the traditional combination of a gaff-rigged main with a topsail set above. There was something about the look of such a combination that I'd always admired.

What would happen, I wondered, if the gaff main and topsail were combined into one sail, and a wishbone were used in place of the gaff spar? It seemed like just the four-sided shape I was looking for.

I started with an unusual double-wishbone arrangement, but finally settled on a simpler design I now use on all my boats. The wishbone (which looks like a gaff in the diagrams) is actually attached to the sail, so it hoists together with the sail on a single halyard. No separate control line is required.

To reef, you partially lower the sail, zip in a big 24-inch reef, and rehoist. Because the wishbone rides up and down as an integral part of the sail, it deploys properly no matter where it sits on the mast.

The whole arrangement is simple to manage and keeps the center-of-effort very low without a long, overhanging boom to trip you up in a gust. Close-hauled on a beat, it presents a nice airfoil with very little twist-off at the top. It is also surprisingly well-mannered when running downwind, with scarcely any tendency to wallow or broach. Jibing is precise and controlled in virtually all conditions.

Any questions?

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SparrowHawk being sailed from the hikeout position on the side deck in a steady 15-knot breeze, with full rig deployed. Note the wishbone spar on the mainsail, which holds out the upper clew with very little twist-off at the top of the sail.

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# BOATING TRIPS ON NEW ENGLAND RIVERS

BY  
HENRY PARKER FELLOWS

ILLUSTRATED BY WILLIS H. BEALS

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## THE NASHUA RIVER.

### CHAPTER III.

#### GROTON.—NASHUA.

We launched the boat in the tail-race in the yard of the mill and were soon speeding in a swift current along the western shore of the river. We soon landed, however, at the covered bridge, a huge, gloomy, cavernous structure, with very picturesque surroundings, especially about the western mouth.

Pepperell was set off from Groton and given the name of Pepperell in honor of Sir William Pepperell, who commanded the New England expedition of six thousand men that captured Louisburg and subjected the Isle of Cape Breton to the possession of Great Britain, in 1745. The principal village, which is called Middle Pepperell, is about a mile from the river. The village along the west side of the river by the mills is called Babbatasset, which was the Indian name of the locality. East Village is situated along the Nissitisset, a stream which empties into the Nashua a short distance below the covered bridge; while opposite Babbatasset is the Dépôt Village, as it is called thereabouts, though it appears on maps as East Pepperell.

We encamped about half a mile down river on the left bank under a canopy of pines. We broke camp late in the afternoon of the next day, and drifted quite swiftly along in a strong current, and occasionally were hurried onward by a rapid. The banks were quite high and almost continuously lined with trees. After a while the river grew broader and we passed several quite high sand bluffs. We rowed about an hour altogether, and then landed on the right bank, and at a house above, the first we had seen, made inquiry as to our whereabouts. The woman who gave us directions said she saw our boat coming round the bend above and for a moment thought it was a canoe in which her son was making a voyage home from Canada. He had intended to come down the Passumpsic into the Connecticut, and paddle down the Connecticut to Miller's River, and up Miller's River as far as possible, which, I should say, could not be very far,—and then, making a carry by the Fitchburg Railroad, launch his canoe in the North Branch of the Nashua, and so reach home,

—an interesting journey I hope he successfully accomplished.

Around the next bend below the place where we landed, is a covered bridge, high above the water. The bed of the river underneath is quite thickly strewn with rocks. We had some trouble threading our way among them, but at length came to a shallow channel on the left through which we towed the boat. It would be easy to shoot a little fall the river makes on the right were it not that the water just below dashes with great violence against a rocky ledge. We afterward heard it stated that the Nashua Manufacturing Company intends soon to erect a dam here. There is a small settlement at the east end of the bridge, which is colloquially known as Pumpkin Town. The road west from the bridge leads to Hollis, which is about three miles distant. It is one of the earliest settlements in New Hampshire, and, I am informed, still preserves marks of its antiquity. We pitched the tent on the right bank of the bend next below the falls, as night was falling upon the shadowy landscape.

We were under way again early Monday morning and rowed along the east bank in a fair current, and for a long time in the shadow of quite an extensive wood. Wild roses and flowers of various hue bloomed at frequent intervals along shore, and the air was full of invigorating freshness. By and by we passed an island of comely proportions, covered with rich undergrowth, and woods, and fields in constant succession. While rowing along we amused ourselves for a time by blowing soap-bubbles. The rainbow-hued globes, instead of bursting when they touched the water, as we supposed they would, glided lightly along even where it was calm, or gayly bounded from wave to wave, usually a long time before flashing out of sight. Occasionally a bubble mounting in air, moved quickly to the impulse of every variable wind hither and thither until, like its companions on the water, the brilliant iridescence burst into nothingness.

After about an hour's pull we came to Mine Run, the last fall in the river above Nashua. Below the dam at the head of the run was a dry bed of naked jagged rocks which curved downward out of sight between steep banks covered with dreary pines, and all the valley below was a silent sea of green spray. A carry in the rough channel to the head of the river would have been long and difficult, so we rowed over a boom of logs and carried the boat around the gate-house at the right and launched her in the canal below, which, however, at once broadened out into a wide reservoir, bordered with trees except at the end below where it is scarred by a great bank of sand which glistened in the sun. We lingered some time in the open space by the gate-house and in the woods around the head of the reservoir, amid a strange solitude, undisturbed, except by the noise of the water, which struggled out from under the gate, and, at brief intervals, moaned like some monster in distress.

When we embarked and put off into the reservoir we



were for a while in much doubt which way to proceed. We pulled, however, along the northern shore and at length discovered the head of the canal which was screened from view around a bend, and enjoyed very much our pull through the long, uniform reaches that gently curved one into another between tree-lined banks. The canal is wide and deep, and the water runs along through it in heavy volume with strong current. The canal is dug along the side of a hill and near the end is quite high above the river, which lies in peaceful quiet in the valley below. After a delightful sail of nearly two miles in all, we landed at a carriage-gate on the road which runs along the outer embankment of the canal, and, carrying the boat across the road, lowered her down the steep bank on the other side, and in a few minutes launched her once more on the Nashua. We pulled up river a short distance and pitched the tent in a piece of woods on the grounds of the Nashua Manufacturing Company, which extend for three miles between the canal and river.

During the night we were awakened by a terrific clap of thunder, which was followed by dazzling flashes of lightning, and a furious thunder storm burst upon us. The wind was so violent that we were for a time apprehensive that it would demolish the tent, which had been less securely fastened than usual, but fortunately the canvas stood up under it, and we escaped a wetting.

We embarked for our final pull Tuesday morning at an early hour. We rowed through quite a long reach past a wooded bank on the right, which, after a while, receded around a deep recess; while opposite were broad fields with

hills beyond, and before us was the tall brick chimney of a mill, and here and there amid green slopes the steeple of a church and houses of Nashua. We soon pulled around an abrupt bend, wooded on the left, while opposite, a little farther down the reach below, was the long, high, imposing mill of the Nashua Manufacturing Company, and our way was then in the midst of the city. At the end of the reach, which is lined on the south side with mills and on the north with dwellings, is a long bridge. There is a dam just below Nashua which supplies motive power to the



Jackson Mills, and it is only a short distance below the mill to the Merrimac. We landed at Boynton's boathouse, No. 46 Front Street, whence it is only a few minutes' walk to the dépôt of the Boston and Lowell Railroad, which is near the north end of the bridge.

It is thirty-seven miles by rail from West Boylston to Nashua, but it is safe to say that the distance by river is at least sixty. The trip occupied a week, but we were actually in the boat rowing only about thirty hours in all. There is indeed an almost constant temptation to linger along the delightful course of the gentle Nashua, and at the end one could not, I think, well help indulging a regret that the voyage had changed from a reality to a dream.

#### CONCLUSION

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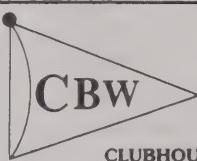
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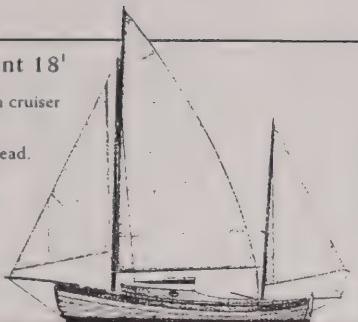
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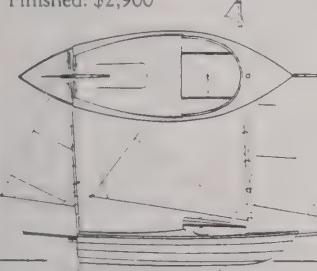
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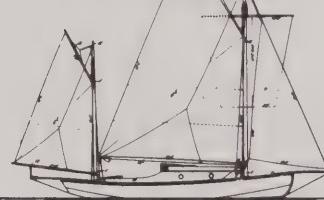
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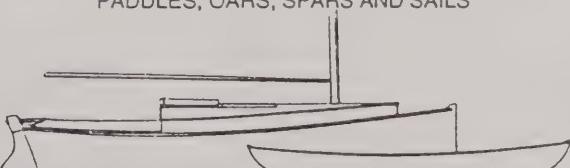


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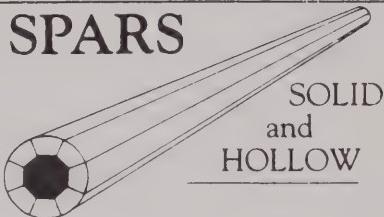
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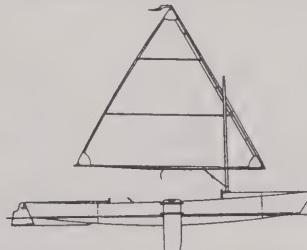
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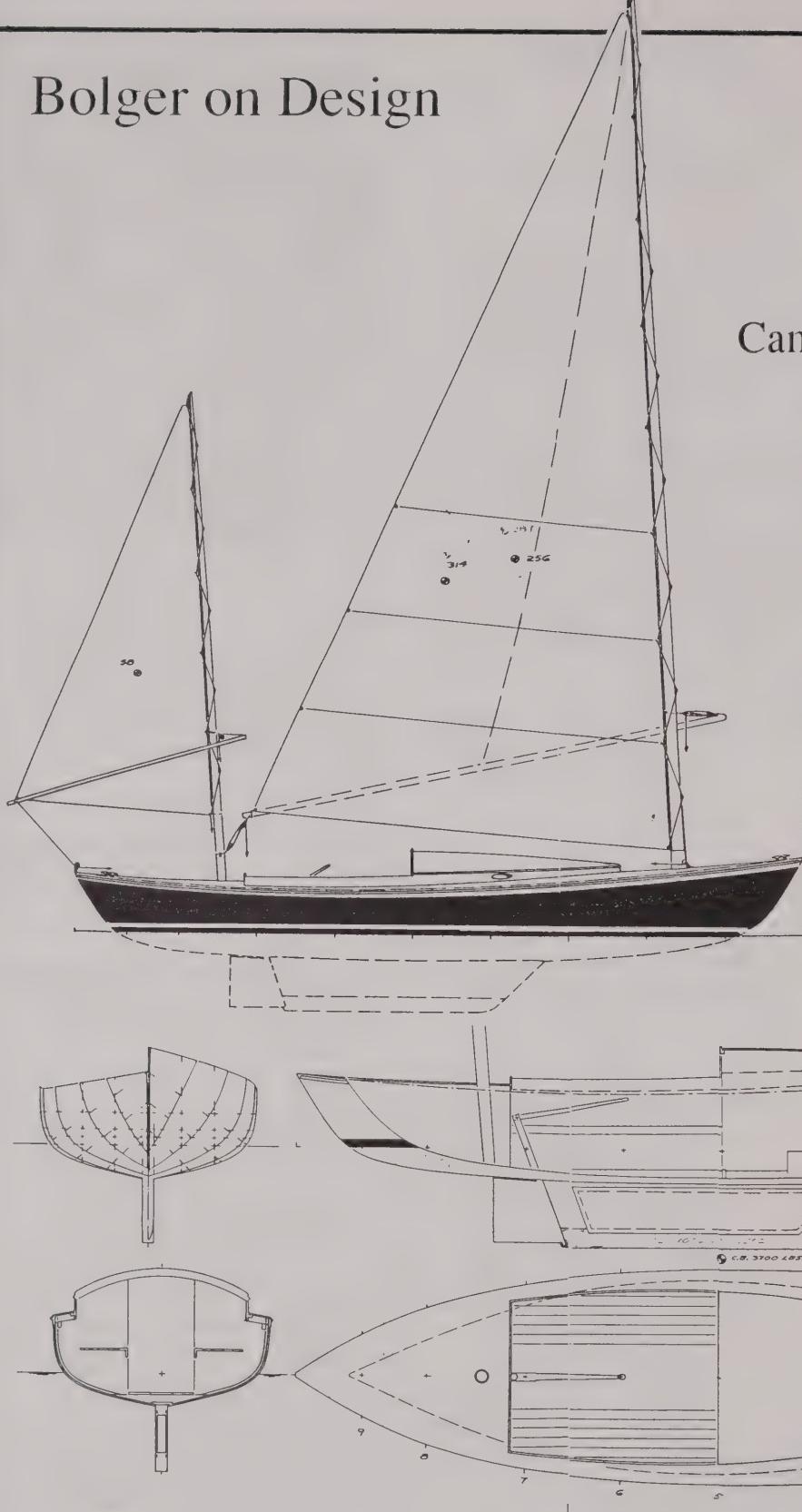
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## Canoe Yawl Concept Study



28'0" x 6'7" x 3'0"; sail 314 sq. ft.

This was intended for day sailing on a big lake in Oklahoma. I think the owner was as much taken with the addition to the scenery off his landing as with sailing her. I tried to keep her as simple as possible without compromising her looks. She was meant to be bentframe carvel construction; if the project revives I think I'll suggest that plywood lapstrake would have some advantages and cost a little less.

A pencil afterthought on the drawing shows an outboard motor in a close-fitting well abaft the mizzen mast. It would be quite unobtrusive, but would not swing either to retract or to steer. I once had a boat with this arrangement and found it irritating to have to either drag the prop or to lift the motor out and stow it somewhere.

Another afterthought shows a mainsail with a short gaff allowing a bigger sail on a shorter mast.

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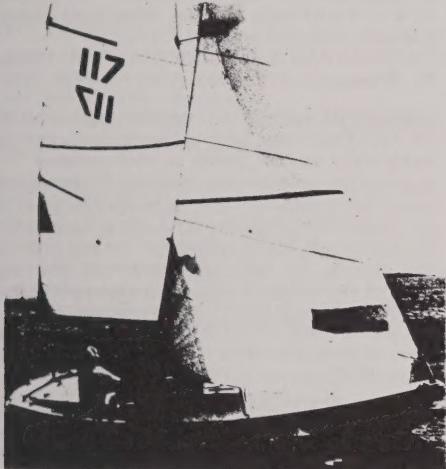
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SUMMER RENTAL. House on Maine island nr Acadia National Park. 3 br, bath, kitchen. View of hbr, hiking trails on property & at other places on island. Fresh water swimming in nearby quarry, launching sites for small boats, sandy beach. \$475/wk, Sat-Sat. Access to island by ferry 6 times daily.

IVER LOFVING, Box 366, Swans Island, ME 04685, (207) 526-4121. (TF)

"SLEEPER", 7'10" car-toppable sailing cruiser. Slps 2 below decks. Plans \$35, info \$3. EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

21' SEA PEARL CB model, ballast tanks, new 2hp Yamaha OB, galv trlr, custom sail & boat covers. Perf cond, located in FL.

DONALD MAHARAM, Sands Point, NY, (516) 582-3434. (TF)

"SAUSALITO WATERFRONT STORIES", \$9.95 + \$2.50 s&h.

EPOCH PRESS, P.O. Box 3047, San Rafael, CA 94912. (TFP)

NORTHERN WHITE CEDAR, 4/4 rough, 3,000 BF to choose from. Select grade \$1.30/BF, #2 grade \$.95/BF.

NATE CAREY, Grantham, NH, (603) 643-3658 days, (603) 863-2915 early eves & wknds. (21)

24' COLUMBIA SLOOP, 3/4keel, slps 4, porta-head, 9.9hp Johnson Sailmaster, electric, main, jib, drifter. Exc cond, in water, ready to go in MD! Priced well below value at \$2,950. Must sell, have purchased another boat.

BOB HICKS, Elverson, PA, (215) 286-3092. (21)

19' NOVI SKIFF, classic lines, cedar on oak glassed over, glass non-skid deck, self bailing, large scuppers, 33hp Johnson w/o controls. No trlr. Delivery possible in NE. \$900 or interesting trades.

DAVID NIELSEN, Somers, CT, (203) 528-2107. (21)



**16' SWAMPSOFT DORIES.** We've built 185 of these wonderful boats since 1976, and they have built a legend for their versatile performance, quality construction and beauty. They sail, row and motor. Rugged fiberglass hull, abundant teak woodwork, polished brass and bronze hardware and gleaming brightwork. A simple but elegant craft that lets you become intimate with the real pleasures of boating. Kits available. Video available, \$10.

CRAWFORD BOATBUILDING, Box 430, Humarock, MA 02047, (617) 837-3666. (TFP)

**DELIGHTFUL WATER DOME,** Key Largo, like having your own island! Spacious vacation studio with sundeck, afloat on Florida Bay. Includes sailboat, motorboat, spectacular views, privacy. Sleeps 4. \$595/week.

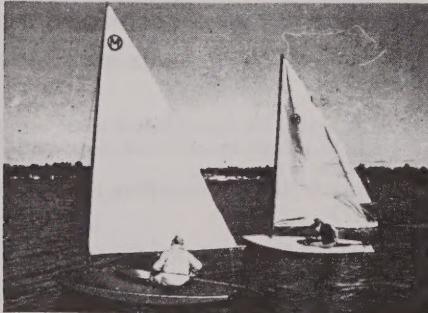
SHOAL WATER CRUISES, Key Largo, FL, (305) 451-0083. (TFP)

**16' MARTIN APPLEROPOD** rowing shell, compl w/oars & sliding seat. Bright cedar, perfect, \$5,000 new, steal for \$2,200.

PETER CORCORAN, Kennebunkport, ME, (207) 967-8658. (4P)

**KELLS 21' SAILBOAT,** 1974, swing keel, cuddy cabin, fully equipped w/compass, porta-potti, safety gear, dinghy. MUST SELL! \$3,100 w/brand new Tohatsu 8hp OB or \$2,400 w/o. Will discuss winter storage. Mooring available.

ALAN BROD, N. Smithfield, RI, (401) 769-6030 anytime. (TF)



**CLASSIC MOTH BOAT PLANS** available for 11' Dorr Willey type sailboat. Qualifies for annual regatta in September. Plans \$25 + \$3 postage.

MUSEUM OF THE ALBEMARLE, 1116 U.S. Hwy 17S, Elizabeth City, NC 27909, (919) 335-1453. (TFP)

**EXPERIENCE YOUR DREAMS.** Live aboard a traditional 36' British channel cutter, comfortable accomodations for couples or family. Vacation in the Florida Keys winters or on Cape Cod summers, enjoy bed & breakfast weekends at \$95 or custom arranged weekly or monthly charters.

CHRIS SPOHR, Tavernier, FL, (305) 852-0395. (IP)

**BRITISH ADMIRALTY CHARTS**, hundreds of them, Europe & western Mediterranean. Also sails, hwre & more. Inventory.

EMILY MORSE, 43 Siscowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (20)



**ROWING SHELLS:** 1989 Little River Sea Shell, \$900; Alden Ocean Shell, red, like new, \$1,600; 1992 Hogtown Bayou Trainer, aqua w/varnished denim trim, \$1,950.

HOGTOWN BAYOU BOATWORKS, Santa Rosa Beach, FL (panhandle), (904) 267-3539. (21)

**35' ALUMINUM MAST** w/climbing steps & msthd ftg, moments 7.3 x 4.2, \$500 or trade for heavier section w/momenta nr 1.3 x 6. Aluminum boom, 11.5' w/roll rfg gooseneck & end fitting, moments 2.41 x 1.12, \$100 or trade for heavier section w/momenta nr 4 x 2.5. Other related items available.

WARREN ROSS, 640 Main, Hampstead, NH 03841, (603) 329-6320. (21)

**WANTED.** Wooden lapstrake runabout in gd cond, 15' - 16.5'.

RICK BARKHUFF, 61 Dyer St., Saco, ME 04072, (207) 283-0753. (21)

**SNIPE. FG #19712**, rigged for racing but also gd for daysailing. Self-rescuing. Lots of sails but no trlr. Will deliver to reasonable location.

ROY TERWILLIGER, 5061 Northlawn Dr., Murrysville, PA 15668, (412) 325-2138. (21)

**WOODWORKING TOOLS.** Stanley/Bailey #5, #6, #7 iron planes, drawknives, adze, Goodell-Pratt corner auger, etc. plus boating gear. List for SASE. Updated 5-page book list includes model steam engines, hunting, Pennsylvania canals, "Stroke", Maine Atlas, misc nautical exploits.

OWEN CECIL, Box 634, Oscoda, MI 48750. (21)

**16' BOLGER MICRO** partially completed, hull (bottom & sides) & plans. \$350.

ED BEDNAREK, Evans City, PA, (412) 452-6286. (21)

**21'3" CHRIS CRAFT,** 1939 Deluxe Utility Model 903, hull #UT.35529. Restored 1991. New bottom, upholstery, rechromed, refastened, rebolt 95hp K engine. 10 coats of captain's varnish. Tandem axle trlr w/electric brakes, mooring cover. \$12,000.

DON SPRING, Granby, CT, (203) 653-3660 eves. (21)

**12' O'DAY WIDGEON** sailboat w/Highlander trlr, new mast tabernacle, running rigging & Schaeffer blocks. \$850 firm.

JOHN KARRER, Taunton, MA, (508) 822-1314. (21)

**12'6" AMF PUFFER,** '84, sloop, yellow hull, hiking straps, self bailer, vy gd cond. Matching Holsclaw trlr w/spare & hand winch. \$975.

GEORGE DECKER, Brick, NJ, (908) 949-7544 days, (908) 840-6933 eves. (21)



**18' OLD TOWN OTCA SAILING CANOE**, mahogany rudder, leeboard, leeboard thwart, 8' spruce mast, ACA sail, cane seats. Quality restoration in 1990. Stored inside, exc cond, \$1,600 ready to sail.

TOM TOMPKINS, Virginia Beach, VA, (804) 427-3454. (21)



**SIMMONS SEA SKIFFS.** Classics of the North Carolina coast. Outstandingly seaworthy, fast with low power, light, simple plywood lapstrake construction. Detailed plans and directions; no lofting. SEA SKIFF 18 (photo above) featured in "SBJ" #51. 17'1"x5'7"x5' draft, 20-40hp. Plans \$30. SEA SKIFF 20 (photo below), the big offshore fisherman. 19'4"x7'6"x10" draft, 50-70hp. Plans \$45. Information on both \$1.

CAPE FEAR MUSEUM ASSOCIATES, 814 Market St., Wilmington, NC 28401, (919) 341-4350. (TFP)

**LONESOME BAY BOAT**, a modern replication of a 16' 1912 Old Town "Double-Ended Boat". Fast and stable under oar, sail, paddle or small outboard. This is a perfect multi-purpose boat for the sportsman, camp owner and family. For its length it is one of the most versatile boats built today. Light and responsive, its classic early Maine styling and modern materials hull provide you with low maintenance and much pride of ownership. A wide option list enables us to custom build each boat to your specifications.

INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

**THE CARPENTERS BOATSHOP** (a non-profit organization) has wooden sailboats, power boats and rowboats under 24' for sale, some projects, some parts, many ready to go. We repair and build new. Send long SASE for current listings.

THE CARPENTERS BOATSHOP, Branch Rd., Pemaquid, ME 04558. (EOI)

**BICHBAR CANOE BUILDING COURSE** on Lake Superior (Wisconsin shore), July 2-17, 1994, OR July 23-August 7, 1994. \$750 incl lodging.

DAVID GIDMARK, Box 26, Maniwaki, QU J9E 3B3, Canada. (EOI)

**BOATBUILDING ARTICLES.** Copies of articles from old boatbuilding manuals. It is possible to build a boat from most of these articles. \$4 for list of hundreds.

E.G. RAGSDALE, P.O. Box 153, Florence, OR 97439, (503) 997-7818. (EOI)

**WANTED:** I would like to find a reasonably priced copy of the book "Simplified Boatbuilding, the Flat Bottom Boat" by Harry W. Sucher.

PHIL FRIES, 53-23 Clearview Exp., Bayside, NY 11364, (718) 224-8372. (21)

**GEAR:** Sea Swing double gimballed stove, propane burner, \$35. Davis sextant Mk. III w/case & artificial horizon, \$30. Fuel tanks, metal OMC 3 gal w/hose, \$25; polyethylene 6 gal w/OMC fitting, \$15. Porta-potti 2.5 gal, \$30. Above prices incl shipping. Evinrude 9.9 '81 Sail, 20" shaft, high thrust, \$395.

JOHN CHICOINE, St. Albans, VT, (802) 524-6122. (21)

**CRAFTSMAN 10" RADIAL ARM SAW**, nearly new, 2.5hp electronic controlled w/table & all other accessories. \$395.

JAY FOLEY, 200 Summer St., Worcester, MA 01604, (800) 233-6539 days, (508) 791-3933 eves. (21)

**SMALL BOATS:** 10' Jon boat, used, \$150. O'Day Spirit sailboat complete, \$895. Grumman G5 17' canoe, \$350.

FERNALD'S, Rt. 1A, Newbury, MA 01951, (508) 465-0312. (21)



MUSHROOM ANCHORS, two, plus heavy chain. \$90.  
G.L. CLARK, S. Yarmouth, MA, (6508) 394-8390.  
(21)

HERRESHOFF "PRUDENCE" FG hull & deck w/bronze castings for rudder, bowsprit & boomkin. On galv dual axle trlr w/surge brakes. A beauty to sail. \$2,000 or BO.  
JIM TOMKINS, Grand Island, NY, (716) 773-5268.  
(21)

1955 WOODEN SNIPE white cedar planked on tilt trlr. Nds some repair & refinishing. \$200 or BO.  
JIM TOMKINS, Grand Island, NY, (716) 773-5268.  
(21)

WILCOX-CRITTENDEN HEAD w/bladder & fittings. Exc cond. \$100 or BO.  
JIM TOMKINS, Grand Island, NY, (716) 773-5268.  
(21)

23' CORONADO COASTAL CRUISER, 1972. 5 sails, 1992 genoa w/flexible furler roller furling, VHF, loran, depth sounder, 8hp Yachtwin, galley, head & more. Many upgrades in 1992. Fully equipped for gunkholing. \$6,000.

PAUL COURNOYER, Portland, ME, (207) 797-7033.  
(21)

SAIL WANTED for Sunfish.  
GILBERT F. DOUGLAS III, 1868 Patton Chapel Rd., Birmingham, AL 35226, (205) 823-3047. (21)

ADIRONDACK GUIDEBOATS. The world's largest selection of guideboats and historically correct accessories available from one source. Dozens of models, paddles, oars, yokes, seats, hardware and gifts. Our new "Video Magazine" is now available.  
INDIAN POINT GUIDEBOAT CO., 732 Midland Ave., Midland, PA 15059, (412) 643-5457, (412) 643-6001. (EOI)

16' OLD TOWN TRAPPER wood/canvas canoe. Quality restoration in 1992. Stored inside, exc cond. \$1,000.  
TOM TOMPKINS, Virginia Beach, VA, (804) 427-3454. (21)

MARINE GEAR. Bronze prop, 3-blade, 10" x 9"p, 1-5/8" long hub tapers 13/16"-15/16", in exc cond, \$20. Matching taper bronze shaft, 1" x 7' 1" w/stuffing boxes & coupling, \$35. SS beer keg w/heavy steel rings welded each end, \$10. Several bamboo rods, 5'-7' for sailing canoe spars or fishing poles, free.  
JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206.  
(20)

WANTED. A small windsurfer sail (less than 30 sq ft). Also source for Sitka spruce (I want to make a small mast for my Klepper kayak). Will also consider buying your unwanted Klepper sailing rig. Also want a Klepper "Passat" ("Tradewinds") folding sailboat for parts, bad cond ok.

GRAY HARRISON, Worcester, MA, (508) 853-8369. (20)

DOVEKIE #105. Blt 1984. Standard boat w/forest green hull & trlr. This version incl bow CB, lg FG leeboards, canvas & FG hatch covers, enlarged sail, cockpit seat. Additional equipment incl the E&D motor mount & 1990 4hp Evinrude w/3 gal portable tank, portable toilet, back porch & bimini, second dodger & sprit cover in exc cond. Also incl trlr Bearing Buddies, trlr wheels & tires purchased 1992, mast/mainsail cover, & leeboard hubs modified by E&D. \$7,250.  
JOHN PARSONS, Olney, MD, (301) 774-5074. (20)

7' PRAM, new in '92. Wooden constr, exc cond. Varnished interior. Perfect ship-to-shore dinghy or rowboat. \$200 firm.

BEN BOOTH, Mashpee, MA, (508) 477-3200. (20)



11'6" L.F. HERRESHOFF MARCO POLO DINGHY. Easy to rig, fun to sail, grt beach cruiser. \$550.  
OGDEN HELT, St. Petersburg, FL, (813) 867-3772. (20)

DEMO & RENTAL SEA KAYAK SALE. Partial list: Hydra Adventurers & Sea Runners, Scupper & Scrambler Ocean Kayaks, Chinook, Baldwin, Phoenix, Klepper Tramps, Kiwi, Dirigo. In total about 30 kayaks. Prices unbeatable!  
SALTMARSH SEA KAYAK CO., 589 Fisher Rd. N. Dartmouth, MA 02747, (508) 636-3007. (20)

16' CLOUCESTER GULL DORY, fiberglass, Bolger design built by Edey & Duff. Indestructible rowing delight for work (harvesting mussels) and pleasure (touring or towing). This dory even appeared in a seaside wedding as the getaway vehicle. Carries a prodigious amount of people/gear and if capsized maintains 3" freeboard. Gunwale protected by canvas covered rubber rail padding all around. White gelcoat topsides, dove grey interior, form fitting rowing seat, teak appointments bow & stern. Incl painter, bronze oarlocks & varnished 7' ash sweeps w/leathers. Can deliver. Asking \$950.  
EMILY MORSE, 43 Siscowit Rd., Pound Ridge, NY 10576, (914) 764-4217. (20)

APPLEDCRE 19 w/compl sailing outfit & custom trlr. An extremely capable rowing & sailing craft designed by Arthur Martin. \$2,000 or BO.  
GEORGE SMITH, Groton, CT, (203) 448-2534. (20)

14' NATUREBOUND KAYAK, great fun in whitewater, tracks well in flatwater. Stable in Boston harbor but easy eskimo roll. Incl paddle, flotation, spray skirt, book. Exc cond. Moving, \$330 or BO.  
PAUL OKUNIEFF, Concord, MA, (508) 369-1045. (20)

DISPOSING OF MARINE LIBRARY. "Small Boat Journal" Vol. 1, Nos. 1-12; Vol 2, Nos. 1,2,3; Nos. 17-23, 25-27, 68-72. All in new cond, \$2.50 ea ppd via UPS. "Wooden Boat" Nos 1-42, 44-56, 96-103, 106-109. All in new cond, \$2.50 ea ppd via UPS. Hardcover & paperback books, send for list.

JOE ROGERS, 24 Wood Terr., Framingham, MA 01701, (508) 872-4206.  
(20)

WANTED. Any of your unwanted boats under 25', wooden constr, any cond.  
BEN BOOTH, Mashpee, MA, (508) 477-3200. (20)

LIKE NEW CANOES. Lotus "Caper", Mike Gault built special solo free style canoe, \$895. Mad River "Pearl" free style canoe, \$545.

BILL ZELLER, 5 School St., Dunbarton, NH 03045, (603) 774-7883. (20)

17' DIRIGO SEA KAYAK, gd handling stable boat w/lots of wood trim. Vy gd cond w/rudder & skirt. \$675.

OGDEN HELT, St. Petersburg, FL, (813) 867-3772. (20)

WANTED. A quality offshore cruising sailboat in fixer-upper cond, 30'-35'. Also canvas-covered canoe in nd of recanning.

BILL MINTZ, 3024 W. George, Chicago, IL 60618, (312) 588-2968. (20)

16' SWAMPSCOTT DCRY. John Gardner design. Mahogany deck & sheer strake, FG bottom & CB, epoxy fastened w/trlr & other accessories. \$2,950. Can be seen in Guilford, CT.

MARTIN HIRD, New York, NY, (212) 874-6742 or (203) 453-9497. (20)

WANTED. Sailing rig for a Mirror dinghy or similar.

ALEERT HICKEY, Gloucester, MA, (617) 862-3390. (20)

WANTED. Aluminum sailing & rowing dinghy about 13'x5', daggerboard, 150 lbs max, &/or aluminum leeboards for similar size dinghy. Any reference welcome.  
A. CURRAN, 119 Sefton Dr., New Britain, CT 06053. (20)

17' ULTRALIGHT DORY, 75lbs, blt by Tom Hill. Used vy little for 1 season. Perfect cond, cost new \$2,400, sell for \$1,350.

BILL EVERETT, RR1 Box 46, Monroe, NH 03771, (603) 638-2370. (20)

WANTED. Outboard, must be reasonably priced, Evinrude or Johnson 8hp w/25" shaft.

JOHN CHICOINE, St. Albans, VT, (802) 524-6122, lv message. (20)

WANTED. Copy of Sam Llewellyn's novel "Blood Orange" (he is a great contemporary mystery author of novels set in heavily nautical themes).

ROGER RODIBAUGH, 200B Ferry St., Lafayette, IN 47901. (20)

WANTED. Martin Oarmaster or similar rowing rig. Also Douglas Feathor oars or similar in any cond.

NEIL PRINCE, Interlaken, NJ, (908) 517-1498. (20)

18-1/2' CULLER SAILING SKIFF, blt to plan in "Skiffs & Schooners". Gd cond, rigged to perform well under sail. \$900  
MAHLON WHEELER, Waldoboro, ME, (207) 529-5352. (20)

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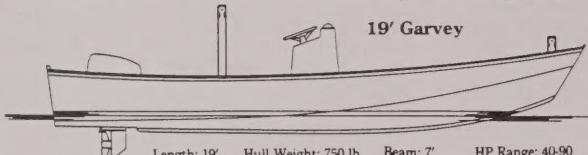
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